

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (SUMMARY)

Project Information:

Lead Agency:	North County Transit District (NCTD)
Project Name:	Student Transit Pass Reduced Fare Program
Project Type: <i>See Attachment A</i>	A5: Free or reduced-fare transit vouchers
Description of Project (Short):	Establishment of a reduced SPRINTER/BREEZE monthly pass program with three (3) post-secondary educational institutions and one (1) school district. The goal is to increase ridership at the student level to promote long term transit ridership.
Project Location:	San Diego North County (NCTD Service Area)
Project Start Date (anticipated):	August 2016 (2016/2017 School Year)
Project End Date (anticipated):	June 2019 (2018/2019 School Year)

Funding Information:

Funding Year:	2016/2017
Requested Amount of PUC 99313:	\$401,512
Requested Amount of PUC 99314:	\$393,391
Total LCTOP Funding:	\$794,903
Total Project Cost:	\$794,903

Project Benefits:

Greenhouse Gas Benefits (off of worksheet)

Estimated GHG Reduction:	3.11 MTCO _{2e}
Project Life:	3 years
Estimated Total GHG Reduction:	0

Disadvantaged Communities (DAC) Benefits:

Does your service area have a DAC?	Yes
Does the Project Benefit a DAC?	Yes
Identify the DAC Census Tracts?	060730200: 17, 18, 19, 28, 29,
Identify Specific DAC Benefit Criteria? <i>See Attachment B</i>	TP 1B: Project provides transit incentives to residents with a physical address in a disadvantaged community.
Qualitative Description of DAC Benefit?	Reduced fare for transit services (bus routes) located 50-100% within the DAC, and other light rail and bus services within 0.25-1.0 miles of the DAC.
Describe the DAC Need Project Addresses?	Provides greater mobility and increased access to clean transportation for students. Students living within the DAC will have access to reduced fare transit passes, increasing mobility and access to school, housing, jobs, and other opportunities.
Total GGRF \$ Allocated to DAC	\$397,451 (est. 50%+ of total)

Co-benefit

Critical Air Pollution Reduction:	X
VMT Reduction:	X
Ridership Increase	X
Fuel Uses Reduction:	X
Energy Use Reduction:	

PROJECT DESCRIPTION AND ALLOCATION REQUEST (ALLOCATION)

Regional Entity: SANDAG	
Project Lead: North County Transit District (NCTD)	County: San Diego
Project Title: Student Transit Pass Reduced Fare Program	

Project Lead:

I certify the scope, cost, schedule, and benefits as identified in the attached Allocation Request (Request) and attachments are true and accurate and demonstrate a fully funded operable project. I understand the Request is subject to any additional restrictions, limitations or conditions that may be enacted by the State Legislature, including the State's budgetary process and/or auction receipts. In the event the project cannot be completed as originally scoped, scheduled and estimated, or the project is terminated prior to completion, project lead shall, at its own expense, ensure that the project is in a safe and operable condition for the public. I understand this project will be monitored by the California Department of Transportation - Division of Rail and Mass Transportation.

Name: Ryan Bailey

Signature: 

Title: Chief Financial Officer

Agency: North County Transit District (NCTD)

Date: 8-Feb-16

Amount: \$794,903

Contributing Sponsor(s):

*If this project includes funding from more than one project sponsor, the project lead above becomes the "recipient agency" and the additional contributing project sponsor(s) must also sign and state the amount and type of LCTOP funds (PUC Sections 99313 and 99314) contribution. Sign below or attach a separate officially signed letter providing that information. If there is more than one contributing sponsor, please submit additional page, or a letter from the additional contributors.

Name: N/A

Signature: N/A

Title: N/A

Agency: N/A

Date: N/A

Amount: N/A

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (FUNDING)

LCTOP Allocation	15/16	16/17	17/18
Request Amount per PUC 99313:	\$401,512	\$0	\$0
Request Amount per PUC 99314:	\$393,391	\$0	\$0
Total Project Allocation Request:	\$794,903	\$0	\$0
Project Title:	Student Transit Pass Reduced Fare Program		
Project Location/Address:	NCTD Service Area (North San Diego County)		

Table 1: Project Lead Information

Agency Name: North County Transit District (NCTD)	Legislative District Numbers	
Contact Person: Ryan Bailey, CFO	Assembly:	75, 76, 77, 78
Contact Phone #: 760-967-2823	Senate:	36, 38, 39
Email Address: rbailey@nctd.org	Congressional:	49, 50, 52
Address: 810 Mission Avenue	Amount:	PUC Funds Type:
Oceanside, CA 92054	\$ 794,903	393,391
	\$	

Table 2: Contributing Sponsor Information

Name: N/A SANDAG	Amount :	PUC Fund Type:
Contact: N/A	\$ 401,512	
Contact Phone #: N/A	\$	
Email Address: N/A		
Address: N/A		

Other Contributing Sponsors: (Attach sheet with contact information)	Amount:	PUC Fund Type:
Name: N/A	\$	
Name: N/A	\$	
Name: N/A	\$	
TOTAL \$794,903		

(*Contributing project sponsors provide signed letters of verification as to amount and eligibility or sign cover page)

Low Carbon Transit Operations Program (LCTOP)
PROJECT DESCRIPTION AND ALLOCATION REQUEST (PROJECT)

Table 3: Type of Project

See Attachment A for category of project (example: Category 1A Implement new or expanded transit service (for new routes or expansion of existing routes).

Operations Projects				Capital Projects			
<input type="checkbox"/>	A1	<input type="checkbox"/>	AI	<input type="checkbox"/>	B1	<input type="checkbox"/>	BI
<input type="checkbox"/>	A2	<input type="checkbox"/>	Aii	<input type="checkbox"/>	B2	<input type="checkbox"/>	Bii
<input type="checkbox"/>	A3	<input type="checkbox"/>	Aiii	<input type="checkbox"/>	B3	<input type="checkbox"/>	Bil
<input type="checkbox"/>	A4	<input type="checkbox"/>	Aiv	<input type="checkbox"/>	B4		
<input checked="" type="checkbox"/>	A5						

Table 4: Project Summary

a) Project Description - Describe the project in your own words, using comprehensive overall project description regarding improvements to be made, increased level of service and performance goals.

NCTD proposes to utilize Low Carbon Transit Operations Program (LCTOP) funding to subsidize a reduced SPRINTER/BREEZE monthly pass program with three (3) post-secondary educational institutions and one (1) school district. Schools to be included are: Palomar College, Cal State University San Marcos (CSUSM), Mira Costa College and San Marcos Unified School District.

The goal is to increase ridership at the student level in a manner that promotes long term transit ridership. Specifically, the program targets a 10% increase in ridership during the first year and a 3% increase in ridership each of the following two years. The reduced fare subsidy will be accompanied by marketing and outreach to be provided through NCTD in partnership with the respective educational institutions.

Existing transit opportunities are strong in this area, including light rail and fixed route bus service operating at frequencies between 15-30 minutes.

b) Project Location - Describe the location of the project. Also provide an 8 1/2" X 11" project site map that shows the transit service area and project location. Use link to CalEPA website for information, <http://www.calepa.ca.gov/EnvJustice/GHGInvest/default.htm>.

The project/ program will be effective within NCTD's service area. This includes for routes that largely operate within and serve institutions within a disadvantaged community (DAC) located in the San Marcos area. (See description of nexus to the DAC in Attachment 1 and below, and the map in Attachment 3.)

c) Project Life - For capital projects, state the Useful Life of the Project. For operations project state the number of months service will operate.

Capital: N/A

Operations: 36 months (3 years)

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (BENEFITS/OUTCOMES)

Table 5: Description of Major Benefits/Outcomes

a) Greenhouse Gas Reduction - Describe how this project will reduce greenhouse gases and any assumptions or data that support this description. For example, "The expanded transit service will reduce VMT and greenhouse gas emissions by replacing auto trips with transit trips. Initial estimates indicate that the expansion could add 50 commuter bus riders per day to replace an average auto trip of 10 miles each way." If available, please provide the expected amount of VMT reductions and greenhouse gas reductions.

The reduced fare transit pass subsidy program will reduce VMT and greenhouse gas emissions by replacing auto trips with transit trips. Initial estimates indicate that the program could increase student ridership by 889 students in year 1 and 302 students in the final year (year 3) (an average of those two years is applied for year 2 ridership). This will reduce VMT by a total of 1,950.26 miles, for a total reduction of greenhouse gases by 3.11 MTCO₂e. These estimates include the following assumptions: program increases enrollment by 10% the first year and 3% in each subsequent year, 50% of students would drive or use rideshare without the reduced fare transit passes (see "adjustment" on GHG calculation tool). Because average personal automobile trip lengths for the area are not readily available, average transit trip length for the two most applicable NCTD modes (BREEZE, SPRINTER) was applied. According to NTD's 2012 report, the average trip length for BREEZE was 4.7 miles and for SPRINTER was 8.8, for

b) Increased Mode Share - Describe how this project will directly increase mode share.

The program is designed to increase long-term transit mode share by transitioning student riders into lifelong transit users, which will reduce VMT and GHG emissions over the lifetime of each program enrollee. The reduced fare will limit the risk of first-time transit riders to try transit. Based on the suburban geography and demographics of the participating schools, it is estimated that 50% of transit trips would otherwise be taken by automobile (personal automobile) or rideshare vehicles. Use of the program will increase comfort levels with transit and will allow potential current or future auto owners to consider transit as a viable alternative.

c) Disadvantaged Communities (DAC) Project Criteria

See Attachment B for DAC Criteria to Evaluate Projects (example: Category 1B Project provides transit incentives to residents with a physical address in a disadvantage community (e.g., vouchers, reduced fares, transit passes).

Low Carbon Transportation Projects

	1A		2A
	1B		2B
	1C		2C
	1D		

Transit Projects

	1A		1G		2E
X	1B		1H		2F
	1C		2A		2G
	1D		2B		2H
	1E		2C		2I
	1F		2D		

d) Disadvantaged Communities (DAC) (if applicable*) - Describe how this project will directly benefit the DAC(s) within your service area in your own words. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total moneys received shall be expended on projects that will benefit disadvantaged communities.

Palomar College is 0.8 miles from the Disadvantaged Community (DAC). However, two (2) of four (4) BREEZE fixed route bus routes (304 and 305) servicing Palomar College operate within the DAC, as well as the SPRINTER hybrid rail service. In addition, BREEZE route 347 services both Palomar College and CSUSM providing a connection from the DAC to a second post-secondary education institution, and BREEZE route 445 operates within 0.7 miles of the DAC. As such, more than 50% of NCTD transit service provided to Palomar College operates within the DAC, and 100% of the transit service at Palomar College serves as a connection with the DAC or operates within one (1) mile of the DAC. (NARRATIVE CONTINUES, SCROLL DOWN)

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (BENEFITS/OUTCOMES)

Table 5: Description of Major Benefits/Outcomes

e) Co-Benefits - Check all additional Benefits/Outcomes.

<input type="checkbox"/> Improved Safety	<input checked="" type="checkbox"/>	Coordination with Educational Institutions
<input checked="" type="checkbox"/> Improved Public Health	<input checked="" type="checkbox"/>	College/University
<input type="checkbox"/> Reduced Operating/Maintenance Cost	<input checked="" type="checkbox"/>	Grades K-12
<input type="checkbox"/> Increase System Reliability	<input checked="" type="checkbox"/>	Promotes Active Transportation (walking, biking)
<input type="checkbox"/> Other Benefits (describe below)	<input checked="" type="checkbox"/>	Promotes integration with other modes of transportation

f) Co-Benefits - Describe benefits indicated above in d) and any other benefits not listed.

The reduced fare student pass program incentivizes use of transit, specifically the two integrated modes of SPRINTER light

rail and BREEZE bus service. In addition, use of transit is typically complemented by active transportation to close first/ last mile gaps. The project area includes active transportation facilities such as sidewalks and multi-modal trails (i.e., Inland Rail Trail), particularly near the colleges/ universities served. Use of active transportation and transit in lieu of personal automobiles improves public health through increased physical activity and reduced GHG emissions.

Table 6: Project Schedule

Capital Projects	
Begin Construction Phase (Contract Award)	N/A
End Construction Phase (Contract Acceptance)	N/A
Begin Vehicle/Equipment Order (Contract Award)	N/A
End Vehicle/Equipment Order (Contract Acceptance)	N/A
Begin Closeout Phase	N/A
End Closeout Phase	N/A

Operations Projects	
Begin expanded/enhanced transit services	Aug-16
End expanded/enhanced transit services	Jun-19
Begin Closeout Phase	Jul-19
End Closeout Phase	Oct-19

START DATE FOR LCTOP FUNDED PHASES MAY NOT PROCEED PROJECT APPROVAL LETTER.

Pre-construction costs (e.g design, environmental and right-a-way) are not eligible to be funded by LCTOP funds, they must be funded by other sources.

Low Carbon Transit Operations Program (LCTOP)

PROJECT DESCRIPTION AND ALLOCATION REQUEST (OPERATIONS DESCRIPTION)

Table 7: Operations Project Description

a) Describe the operating plan for this system.

The program will operate using the administrative structure of the existing student transit pass program in place with the respective educational institutions.

b) Describe the fare structure for this system.

See Attachment 1 which breaks down the fare structure in detail.

Currently, NCTD monthly student transit passes cost between \$47 and \$59, depending on the subsidy provided by the respective educational institution. The subsidy will be \$25 per pass across the board. Overall, the reduced fare transit pass program will reduce transit pass costs by 42-64% of the current cost.

c) Describe the assumptions and process that were used to develop the ridership projections shown in the request.

The projected ridership increase is based on existing ridership under the existing program with these educational universities, plus an increase of 10% in the first year of the program and a 3% increase in each of the two following years. The projected increase is assumed to be conservative given the potential latent demand for transit at the student level along with the reduction in fares by 42-64%. In addition, transit is available proximate to these schools and at relatively high frequencies for these suburban areas (every 15-30 minutes).

d) Describe the assumptions and process for how the operating cost projections were developed.

Cost projections are based on actual costs of fares, along with actual subsidies currently provided by the various educational institutions. The amount of the subsidy is based on balancing the goals of providing a substantive enough reduction to entice new riders, while setting the expectation of a fair share contribution from the rider.

There will be no new operating costs for the transit provided in this area. As stated above, SPRINTER light rail and various BREEZE bus service routes support the institutions that participate in the program and the surrounding service area.

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First Name

COASTER STATIONS	ZONE
Oceanside Transit Center (195 S. Tremont Street (South Tremont Street between Topoka St and Michigan Ave.)	North County
Carlsbad Village (2775 State Street (State St. & Grand Ave.)	
Carlsbad Palms (6511 Avenida Encinas (Avenida Encinas just north of Embrocadero Ln.)	
Encinitas (25 East "D" Street (D Street & S. Vulcan Ave.)	
Salina Beach (105 N. Cedros Avenue (North Cedros Ave. & Lomas Santa Fe Dr.)	Sorrento Valley
Sorrento Valley (11170 Sorrento Valley Road (Sorrento Valley Rd. between Carmel Mountain Rd. and Sorrento Valley Blvd.)	
Old Town Transit Center (4005 Taylor Street (Taylor St. & Pacific Hwy.)	San Diego
San Joaquin Depot (1050 Kettner Boulevard (West Broadway & Kettner Blvd.)	

(760) 966-6500
GoNCTD.com





Disadvantaged Communities Mapping Tool

Clear all Help!

Disadvantaged Communities Map

☒ County Boundaries

☐ County Boundary

☐ Prop 1 Funding Areas

☐ Prop 1 Funding Areas

☐ Prop 84 Funding Areas

☐ Prop 84 Funding Areas

☐ IRWM Regions

☒ Disadvantaged Community Block Groups

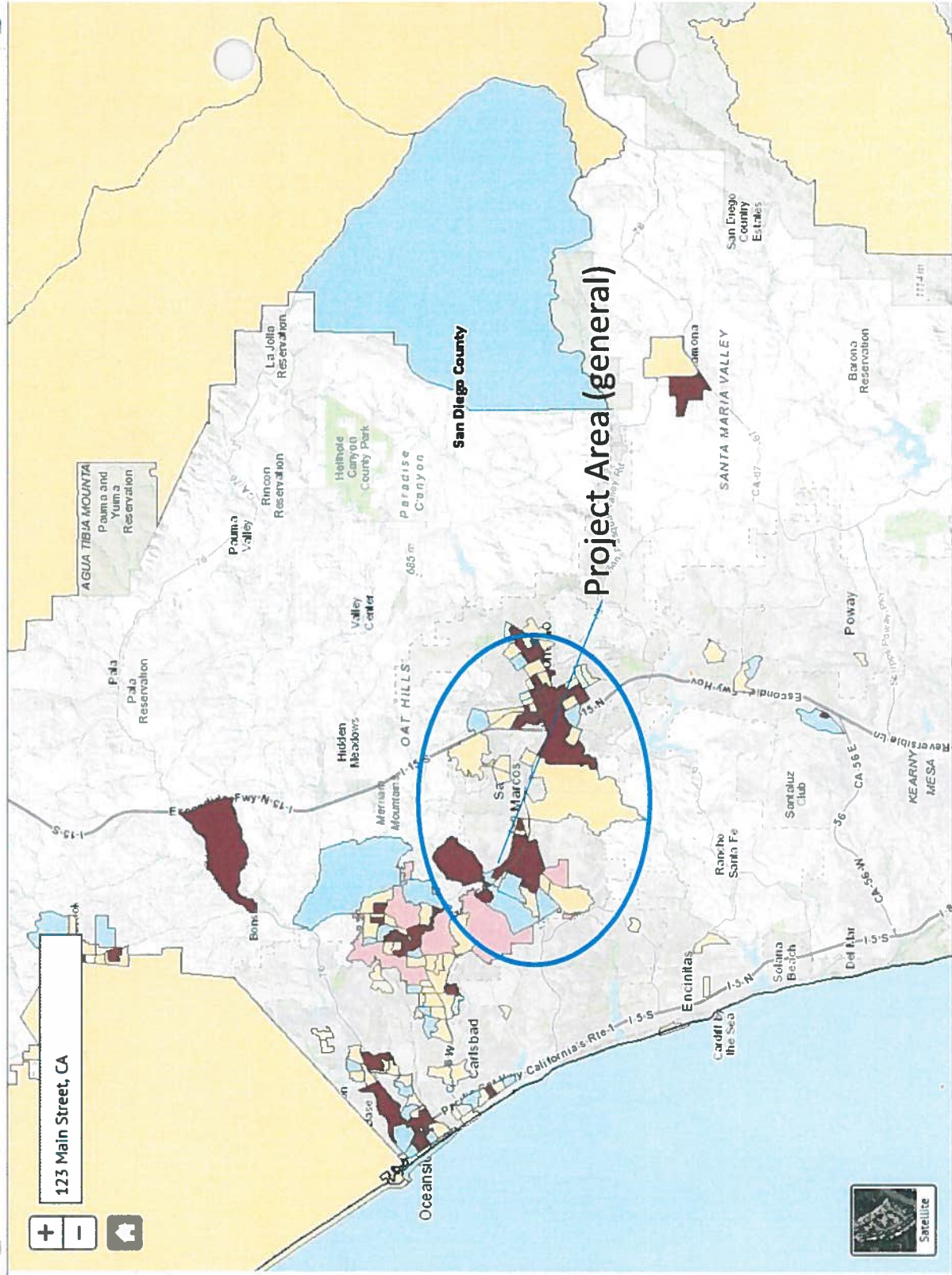
☐ Severely Disadvantaged Community
☐ Disadvantaged Community

☒ Disadvantaged Community Tracts

☐ Severely Disadvantaged Community
☐ Disadvantaged Community

☒ Disadvantaged Community Places

☐ Severely Disadvantaged Community
☐ Disadvantaged Community



North County Transit District
SPRINTER/BREEZE Monthly Pass Sales

CURRENT PASS SALES LEVELS

	2015	2014	2015	2015	
				San Marcos	
Month	Palomar	CSUSM	Mira Costa	Unified	Total
January	92	189	54	12	347
February	292	508	215	12	1,027
March	279	489	191	12	971
April	280	433	200	12	925
May	184	75	157	12	428
June	54	95	75	12	236
July	79	150	100	12	341
August	93	506	54	12	665
September	357	662	245	12	1,276
October	345	629	236	12	1,222
November	328	356	212	12	908
December	192	182	161	12	547
Total Passes	2,575	4,274	1,900	144	8,893
NCTD Sales Price	\$59	\$59	\$59	\$59	
NCTD Sales Price	\$151,925	\$252,166	\$112,100	\$8,496	\$524,687
NCTD Subsidy	(\$10)	(\$10)	(\$10)		
Educator Subsidy	(\$2)	(\$10)	(\$5)		
Customer Sales Price	\$47	\$39	\$44	\$59	
Total Customer Payments	\$121,025	\$166,686	\$83,600	\$8,496	\$379,807
LCTOP Subsidy	\$25	\$25	\$25	\$25	
Proposed Total Passes	2,833	4,701	2,090	158	9,782
Proposed Total LCTOP Subsidy	\$70,813	\$117,535	\$52,250	\$3,960	\$244,558
Proposed Customer Sales Price	\$22	\$14	\$19	\$34	
Additional Percentage Discount	51%	51%	51%	42%	
Total Percentage Discount	76%	92%	82%	42%	

Low Carbon Transit Operations Program TOTAL PROJECT COST AND FUNDING PLAN

The following Funding Plan has been reviewed and approved by the undersigned. It includes a complete list of funds for this project and is the total cost of the project, including LCTOP funds.

Name: Ryan Bailey, Chief Financial Officer (grant contact) Phone: 760-967-2823 Date: February 8, 2016



Typed name and phone number:
Ryan Bailey, Chief Financial Officer
760-967-2823

Shaded fields are automatically calculated. Please do not fill these fields.

Proposed Total Project Cost									Project
Component	Prior	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22		Total
PA&ED	0	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0	0
Veh/Equip Purchase	0	0	0	0	0	0	0	0	0
Operations/Other	0	257,558	264,894	272,451	0	0	0	0	794,903
TOTAL	0	257,558	264,894	272,451	0	0	0	0	794,903

Low Carbon Transit Operations Program (LCTOP)								
Component	Prior	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other		257,558	264,894	272,451				794,903
TOTAL	0	257,558	264,894	272,451	0	0	0	794,903

Funding Source:								
Component	Prior	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Low Carbon Transit Operations Program TOTAL PROJECT COST AND FUNDING PLAN

Funding Source:								
Component	Prior	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0

Funding Source:								
Component	Prior	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
TOTAL	0	0	0	0	0	0	0	0



**California Air Resources Board (ARB)
 Greenhouse Gas Emission Reduction Calculator for the
 California Department of Transportation (Caltrans)
 Low Carbon Transit Operations Program (LCTOP)
 Greenhouse Gas Reduction Fund
 Fiscal Year 2015-16**

Project Name:	0
Project ID:	0

Inputs in **RED** must be filled out

Results	GHG Emissions (MTCO2e)	Description
Net GHG Benefits	3.11	Total GHG Emission Reductions (MTCO2e)
LCTOP Funds Requested (\$)	-	Funds requested per State Controller's Office Eligible list for FY 2015-16
Total LCTOP Funds Requested (\$)	-	Includes all LCTOP allocations the applicant intends to utilize (up to three FY allocations including FY 2015-16) for the proposed project. Use the State Controller's Office Eligible list for FY 2015-16 allocation funding amounts to estimate the subsequent funding allocations.
Total GGRF Funds Requested (\$)	-	Includes the Total LCTOP fund requested and any other GGRF Program monies
Total GHG Emission Reductions /Total GGRF Funds Requested (\$)	#DIV/0!	The metric to be reported in the application.



California Air Resources Board (ARB)
Greenhouse Gas Emission Reduction Calculator for the
California Department of Transportation (Caltrans)
Low Carbon Transit Operations Program (LCTOP)
Greenhouse Gas Reduction Fund
Fiscal Year 2015-16

The California Air Resources Board (ARB) is responsible for providing the quantification methodology to estimate greenhouse gas (GHG) emission reductions from projects receiving monies from the Greenhouse Gas Reduction Fund (GGRF).

This GHG emission reduction calculator accompanies the quantification methodology for the fiscal year (FY) 2015-16 GGRF Low Carbon Transit and Operations Program (LCTOP) available at: <http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/finalctopqm.pdf>

Applicants must use this calculator to estimate the GHG reductions associated with the LCTOP projects. Refer to the quantification methodology document for background, step by step detailed instructions and examples. To use this calculator, follow these steps:

Step 1 Identify the LCTOP proposed project type(s): The applicant must select at least one eligible project type from Tables 1 or 2 and may select additional project types from Tables 3 or 4.

Step 2 Determine the inputs needed: The applicant will use Tables 5 and 6 to determine the required project details needed for input into this calculator tool for the applicable project type selected in Step 1.

Step 3 Estimate GHG emission reductions: The applicant will enter the project details identified in Step 2 into this calculator tool to calculate the GHG emission reductions of the proposed project.

Read Me Tab (this page):

Enter the Project Name, Project ID and the contact information for person who can answer project specific questions from staff reviewers on the quantification calculations. The Project ID is assigned by Caltrans. This file will be submitted with other documentation requirements. Please use the following file naming convention: "[Project ID][Project Name]" not to exceed 20 characters. For example, if the application ID is "1-1C_001," the project name is "Transit BRT," and the file is the input file, the file name may be "1-1C_001Transit BRT." Project names may be abbreviated.

Project Name:	
Project ID:	
Contact Name:	
Contact Phone Number:	
Contact Email:	
Date Completed:	

Inputs Tab:

Headers in red indicate input needed by the project applicant. For each row, applicants must work from left to right and enter all relevant data. Some cells may not be applicable to the project. These cells will turn black and be locked based on inputs. Applicants should use as many rows as necessary to characterize all relevant features of the proposed project. Definitions are provided in the definitions tab, including how to determine Year 1, Year F, and adjustment factors. Inputs must be substantiated in the documentation provided to ARB; see Section C. Documentation of the quantification methodology.

Submit documentation: Save file for submittal. See Section C. Documentation of the quantification methodology for additional documentation requirements.

For more information on ARB's efforts to support implementation of GGRF investments, see: www.arb.ca.gov/auctionproceeds
Questions on this document should be forwarded to GGRFProgram@arb.ca.gov
Questions on the LCTOP program should be forwarded to LCTOPcomments@dot.ca.gov



☎ Air Resources Board

Project ID:

[illegible]

Old Service Vehicle or Displaced Fuel Details				Net GHG Benefits
Useful Life	Additional Project Type	Fuel Type	Engine MY	Annual VMI or Units of Fuel
				Total GHG Emission Reductions (MTCO2e)
				3.11